

DETERMINATION OF NONSIGNIFICANCE

Description of proposal: Port of Olympia and the Washington State Department of Ecology (Ecology) have entered into an Agreed Order to provide for Interim Remedial Action pilot study activities at a facility where there has been a release or threatened release of hazardous substances. This Order requires Port of Olympia to remove elevated concentrations of dioxin/furan mixture in sediment from its berth area located adjacent to its docking facility in West Bay of Budd Inlet, and perform a pilot study assessment of the characteristics of the in-place sediments and measure the benefits of proposed dredging technologies for future use in cleanup of Budd Inlet.

Proponent: Port of Olympia

Location of proposal: The Olympia Harbor federal navigation channel and turning basin are maintained in inner West Bay. This Interim Remedial Action pilot study will be conducted in the Port of Olympia's shipping berths adjacent to the federal navigation channel, along the north end of Port of Olympia's docking facility in West Bay of Budd Inlet, Thurston County, WA.

Lead Agency: Department of Ecology

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

☐ There is no comment period for this DNS.

☒ This DNS is issued under WAC 197-11-340(2); the lead agency will not act on the proposal for 14 days from the date below. Comments must be submitted by *November 7, 2008*.

Contact person, if other than responsible official: Lisa Pearson, P.E. Phone: (360) 407-6261

Responsible Official: Rebecca S. Lawson, P.E., PHg Phone: (360) 407-6241

Position/title: Southwest Regional Office Section Manager
Address: PO Box 47775, Olympia, WA 98504-7775

Date Oct. 1, 2008
ECY 050-46(b) (Rev. 4/98)

Signature Rebecca S. Lawson

ENVIRONMENTAL CHECKLIST

Marine Terminal Berth 2 and 3 Maintenance/Cleanup Pilot Project September 13, 2008

A. BACKGROUND

1. Name of proposed project, if applicable:

Berth Maintenance and Cleanup Dredging Pilot Project

2. Name of applicant:

Port of Olympia

3. Address and phone number of applicant and contact person:

Joanne Snarski
Port of Olympia
915 Washington Street N.E.
Olympia, WA 98501
(360) 528-8020

4. Date checklist prepared:

September 13, 2008

5. Agency requesting checklist:

Port of Olympia

6. Proposed timing or schedule (including phasing, if applicable):

Primary dredging activities will be completed between January through March 2009. If additional work is required by Ecology, work would be performed during the 2009-2010 in-water work season, which begins in July and end in February.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

The primary purposes for this dredging activity is to restore a portion of the berth area to the federally authorized navigational depth (-40 feet) and to evaluate the feasibility of future dredging along the entire berth and turning basin.

The berth and turning basin were scheduled to be dredged in the fall of 2007. However supplemental sediment characterization revealed concentrations of dioxin and furans that were above background concentrations found at the Anderson-Ketron dredge material open water disposal site. Because of these findings, the Port was unable to complete the authorized dredging activities in front of the pier. Dredge material from the federal channel met the interim open water disposal criteria and the dredging and minor widening of the channel was completed in 2007.

Following the completion of the pilot project, the Port intends to continue to work with the Department of Ecology to perform additional navigational dredging in the remaining berth areas and turning basin.

8. List any environmental information you know about that has been prepared, or will be prepared directly related to this proposal.

1. Interim Action Plan for the Port of Olympia West Bay Berths 2 and 3, September 2008.
2. Budd Inlet Summary of Existing Information and Identification of Data Gaps for Sediments, Budd Inlet, WA Data Report. Prepared for Washington State Department of Ecology by SAIC, March 2008.
3. Olympia Federal Navigation Channel and Port of Olympia Berthing Are Dioxin Sediment Characterization. Prepared for the Army Corps of Engineers, SAIC 2006
4. Draft Data Summary Report – West Bay Sediment Characterization Study Berths 2 and 3 Interim Action Project, November 14, 2007/
5. Final Environmental Impact Statement for the Port of Olympia Strategic Plan, issued by the Port of Olympia on February 7, 1994. Evaluates potential cumulative impacts for development on Port property.
6. Biological Evaluation, Dredging of the Olympia Federal Navigation Channel and Minor Widening, November 22, 2005.
7. Supplemental Sediment Sampling Work Plan to be drafted and implemented in September 2008.
8. Water Quality Monitoring Plan to be completed prior to final approval to proceed on dredging activities.

9. **Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal, if yes, explain.**

No other applications are pending related to this project.

10. **List any government approvals or permits that will be needed for your proposal, if known.**

Agreed Order with the Department of Ecology
Corps of Engineers 404 Permit, NW 38
Department of Fish and Wildlife HPA-substantive requirement
Department of Ecology Water Quality Certification-substantive requirement
City of Olympia Shoreline Permit-substantive requirement

11. **Give brief, complete description of your proposal, including the proposed uses and the size of the project and site.** There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

The Port of Olympia proposes a pilot maintenance and sediment cleanup dredging of berths 2 and 3 adjacent to the Port's Marine Terminal in Budd Inlet. The Port-maintained berthing areas shown as **Exhibit A**, have historically been maintained to -40 feet deep and 110 feet wide. Recent bathymetric surveys indicate reduction in water depths in these areas to as low as 33 feet, particularly along the berth face. These depths are approaching unacceptably shallow depths with the potential for vessel grounding. This project would return a portion of the berth to the previously authorized depth of -40 MLLW and eliminate the existing hazard to shipping and navigation in the berth. Additionally, the material to be removed and disposed in an approved upland disposal facility, has elevated levels of dioxins and furan, which are considered hazardous substances.

The Port of Olympia will remove up to 22,300 cubic yards from the marine terminal berth. Dredging with mechanical equipment using a crane (or other suitable equipment) mounted on a flatdeck barge has been selected as the preferred dredging method, based on an evaluation of Berths 2 and 3 conditions. The mechanical dredge will be equipped with a clamshell bucket. The specific make and model of the bucket to be employed will be determined by the selected contractor based on the material types present and the dredging requirements, but due consideration will be given to the material characteristics and the ability of the selected bucket and associated equipment to keep turbidity to a minimum and within acceptable water quality criteria limits (specific limits and control methods will be identified in an Ecology approved Water and Sediment Quality Monitoring Plan for construction). A closed bucket will not be required, but will be identified

to the contractor as an acceptable water quality control BMP if the contractor determines that using a closed bucket is feasible and effective.

Dredged material will be placed into a flatdeck haul barge lined with filter fabric and anchored with hay bales. Once the haul barge is filled to capacity, the haul barge will be transported by tug/tender to the on-site offloading facility.

12. **Location of the proposal.** Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit application related to this checklist.

The site is located in West Bay of Budd Inlet, near the Marine Terminal, and is shown on Exhibit A. Latitude 47° 03' N; Longitude 122° 54' W.

B. ENVIRONMENTAL ELEMENTS

1. EARTH

- a. **General description of the site (circle one):** Flat, rolling, hilly, steep slopes, mountainous, other: Subtidal sediments.
- b. **What is the steepest slope on the site (approximate percent slope)?**
Slopes are 3 h : 1 v or flatter.
- c. **What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)?** If you know the classification of agricultural soils, specify them and note any prime farmland.
The general soils found on the site are sand and silt.
- d. **Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe?**
No.
- e. **Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.**

Up to 22,300 cubic yards of shoal materials will be removed from the Port marine terminal berth.

- f. **Could erosion occur as a result of clearing, construction, or use? If so, generally describe.**

No.

- g. **About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

None.

- h. **Proposed measures to reduce or control erosion, or other impacts to the earth, if any:**

None needed.

2. AIR

- a. **What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.**

Emissions from machinery will occur during the dredging for short periods of time.

- b. **Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

None anticipated.

- c. **Proposed measures to reduce or control emissions or other impacts to air, if any:**

None needed.

3. WATER

- a. **Surface:**

- (1) **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)?** If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

The West Bay of Budd Inlet, with the Deschutes River flowing into West Bay.

- (2) **Will the project require any work over, in, or adjacent to (within 200 feet) of the described waters?** If yes, please describe and attach available plans.

Yes. Dredging and dewatering of sediments will be in and over the water. Sediments will be moved from the in-water barge onto the pier and will be either directly transferred into containers for off-site disposal or placed into a temporary holding area (less than 1-acre in size) prior to off-site disposal. The Interim Action Plan is cited in section A8 and is available for review and comment.

- (3) **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands, and indicate the area of the site that would be affected.** Indicate the source of fill material.

Approximately 22,300 cubic yards are proposed to be removed from the Port berth area. This material will be deposited at a pre-approved upland disposal facility.

- (4) **Will the proposal require surface water withdrawals or diversions?** Give general description, purpose, and approximate quantities if known.

No.

- (5) **Does the proposal lie within a 100-year floodplain?** If so, note location on the site plan.

No.

- (6) **Does the proposal involve any discharges of waste materials to surface water?** If so, describe the type of waste and anticipated volume of discharge.

No discharge of waste materials to surface water is anticipated. Turbidity is anticipated as sediments become suspended in the water column during dredging. Turbidity effects will likely be short term and limited in extent to areas adjacent to the dredging bucket. It is anticipated that dissolved oxygen levels will decrease in this area because of the suspension--and subsequent decay--of organic matter. These impacts are anticipated to be short term in nature. Initial dredging will occur between January and March and will avoid high juvenile salmonid use periods. See subsection c-Water Runoff ,below.

b. Ground:

- (1) **Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

No.

- (2) **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals . . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

None.

c. Water Runoff (including storm water):

- (1) **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

There will not be any water runoff, since the primary project area is submerged. However, as part of any dredging project, sediment dewatering will occur. After the sediment is removed, it is placed on a barge with filter liners to capture the particulate matter. The sediment interstitial and overlying water flows through the filters and returns to Budd Inlet.

If temporary upland storage of sediments is needed, the storage facility will include an integrated water capture and treatment system. All water from the storage area will be treated and monitored prior to discharge back into Budd Inlet.

- (2) **Could waste materials enter ground or surface waters? If so, generally describe.**

None are anticipated.

- d. **Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:**

The following measures are proposed to minimize or avoid short term adverse impacts to water quality and salmon from the dredging. Long term impacts are not anticipated.

- Selection of a qualified contractor
- Eliminating multiple bites
- Eliminating underwater stockpiling
- Controlled cut thickness along toe of slope
- Eliminating bottom leveling
- Eliminating bucket overloading
- Eliminating barge overloading
- Sediment capture systems will be in place for all sediment handling activities.
- Develop a water quality monitoring plan for Ecology's review and approval.

4. **PLANTS**

- a. **Check or circle types of vegetation found on the site:**

☐ deciduous tree: alder, maple, aspen, other
☐ evergreen tree: fir, cedar, pine, other
☐ shrubs
☐ grass
☐ pasture
☐ crop or grain
☐ wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other cattails
☐ water plants: water lily, eelgrass, milfoil, other
☐ other types of vegetation: blackberry, scots broom

- b. **What kind and amount of vegetation will be removed or altered?**

None. Submarine sediments to be dredged lie at -33 feet or deeper. No marine vegetation is present.

- c. **List threatened or endangered species known to be on or near the site.**

None.

- d. **Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:**

None needed.

5. ANIMALS

- a. **Circle or (bold) any bird and animals which have been observed on or near the site or are known to be on or near the site:**

Birds: **hawk, heron, eagle, songbirds, other: seagulls, killdeer, crow, mallards, peregrine falcon.**

Mammals: deer, bear, elk, beaver, other: **harbor seals**

Fish: bass, **salmon**, trout, herring, **shellfish**, other: **Bull trout, herring, and other marine fish may occasionally swim by the site but their presence has not been documented.**

- b. **List any threatened or endangered species known to be on or near the site.**

Bull trout and Marbled Murrelets may occur in the project area; however, no records or studies have been found that indicate their presence in Budd Inlet.

- c. **Is the site part of a migration route? If so, explain.**

Multiple migratory runs of both native and hatchery-reared salmonid stocks occur seasonally in Budd Inlet and Deschutes River. Returning adult salmon congregate at the mouth of the Deschutes River in the vicinity of the project area prior to upstream migration and juvenile salmonids may use the nearshore reaches of the project area for transition and out migration to marine waters.

- d. **Proposed measures to preserve or enhance wildlife, if any:**

The work will be performed during the Department of Fish and Wildlife approved work windows that avoids the out-migration of juvenile

salmon. The work will be performed between January and March, as approved by Ecology. The benthic community that will be disturbed by the dredging is expected to rapidly recolonize on the new substrate. If fish are observed in distress or a fish kill occurs, work will stop immediately and appropriate agencies will be notified. The Port will require the contractor to coordinate the schedule with tribal fishing activities.

6. ENERGY AND NATURAL RESOURCES

- a. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

None.

- b. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

No.

- c. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

None needed.

7. ENVIRONMENTAL HEALTH

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

Elevated levels of dioxin contaminated sediments are known to occur in project area. Dioxins bind strongly to particulate matter including sediments and do not dissolve in water. The primary source of exposure to sub-tidal sediments with elevated dioxin is through bioaccumulation. Dredging activities inherently increase water turbidity and thus can increase exposure to species that may come into contact with those sediments.

The vessel conducting the work will have fuel on board and a fuel spill is possible.

(1) Describe special emergency services that might be required.

Ambulance and/or police service may be required in the event of an accident or medical emergency. Oil spill clean up may be required in the event of spill.

(2) Proposed measures to reduce or control environmental health hazards, if any:

The Port will be required to develop and implement a water quality monitoring plan that will establish performance requirements for in water and upland sediment handling activities. The primary goals of the plan are to minimize operational impacts on water quality and provide contingencies if performance standards are exceeded. The plan will include performance standards for both water and sediment quality for both during and post construction. Contingencies will include temporarily stopping or adjusting operational activities, removal of additional contaminated materials and/or placing a clean layer of sandy material over sediments that are considered an increased risk to the environment.

The Port will require the contractor to take all prudent and necessary steps to assure that no petroleum products, chemicals, or other toxic materials will enter the water from the dredging equipment, based on best management practices. If a spill should occur, work will stop immediately, steps will be taken to contain the material, and the appropriate agencies will be notified.

b. Noise

(1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Activity from Port tenants, primarily log-exporting.

(2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

There will be short-term noise from the project construction activities. Hours of operation will primarily occur during normal hours of 7 a.m. to 7 p.m. However, some operations may need to occur at optimal high or low tide periods which could occur any anytime in a 24-hour period. Actual work periods will be

determined by the contractor (examples include, weather, equipment operational needs and tidal conditions) and will be consistent with local regulations.

(3) Proposed measures to reduce or control noise impacts, if any:

Compliance with City of Olympia's Property Development and Protection Standards (Chapter 18.40).

8. LAND AND SHORELINE USE

a. What is the current use of the site and adjacent properties?

The Port's 60-acre terminal consists of three modern, deepwater berths, on-dock rail, on-dock cranes and miscellaneous cargo loading equipment, a Customs-bonded warehouse, and a complete container yard.

b. Has the site been used for agriculture? If so, describe.

No.

c. Describe any structures on the site.

Upland facilities include a cargo warehouse, cranes, cargo handling equipment, rail facilities, and container storage areas.

d. Will any structures be demolished? If so, what?

No.

e. What is the current zoning classification of the site?

The current use of the site is in support of the Marine Terminal, which is zoned Industrial.

f. What is the current comprehensive plan designation of the site?

The City of Olympia Comprehensive Plan supports permitting of present industrial uses, particularly where water-dependent. The Port's Comprehensive Plan identifies the west side of the Port peninsula as the primary area for shipping and industrial uses. The proposed action is consistent with both city and Port comprehensive plans.

g. If applicable, what is the current shoreline master program designation of the site?

Urban

- h. **Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.**

No.

- i. **Approximately how many people would reside or work in the completed project?**

None.

- j. **Approximately how many people would the completed project displace?**

None.

- k. **Proposed measures to avoid or reduce displacement impacts, if any:**

None needed.

- l. **Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:**

No change in use is proposed. No land use measures are needed.

9. HOUSING

- a. **Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

None.

- b. **Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

None.

- c. **Proposed measures to reduce or control housing impacts, if any:**

None needed.

10. AESTHETICS

- a. **What is the tallest height of any proposed structures(s), not including antennas; what is the principal exterior building material(s) proposed?**

No new structures are proposed.

- b. **What views in the immediate vicinity would be altered or obstructed?**

None.

- c. **Proposed measures to reduce or control aesthetic impacts, if any:**

None needed.

11. LIGHT AND GLARE

- a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

Some temporary lighting may be needed if all work cannot be completed during daylight hours within the authorized in-water work window. The Port will work to minimize any impacts to adjacent landowners if the lighting is needed.

- b. **Could light or glare from the finished project be a safety hazard or interfere with views?**

No.

- c. **What existing off-site sources of light or glare may affect your proposal?**

None.

- d. **Proposed measures to reduce or control light and glare impacts, if any:**

The Port will work to design any necessary, temporary lighting features in such a way that it will eliminate or minimize impacts to adjacent landowners.

12. RECREATION

- a. **What designated and informal recreational opportunities are in the immediate vicinity?**

Swantown Marina.

- b. **Would the proposed project displace any existing recreational uses? If so, describe.**

No.

- c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

None.

13. HISTORIC AND CULTURAL PRESERVATION

- a. **Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

No.

- b. **Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.**

None known.

- c. **Proposed measures to reduce or control impacts, if any:**

None.

14. TRANSPORTATION

- a. **Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.**

Franklin Street and Marine Drive.

- b. **Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

Not applicable.

- c. **How many parking spaces would the completed project have? How many would the project eliminate?**

None.

- d. **Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).**

No.

- e. **Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

The project is adjacent to an active maritime shipping and industrial area using water and land-based vehicular transportation. The proposed action is to maintain the existing uses and facility and will not alter the transportation pattern in the area.

- f. **How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

None.

- g. **Proposed measures to reduce or control transportation impacts, if any:**

None.

15. PUBLIC SERVICES

- a. **Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.**

No.

- b. **Proposed measures to reduce or control direct impacts on public services, if any.**

See 7a above.

16. UTILITIES

- a. **Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic systems, other.**

None.

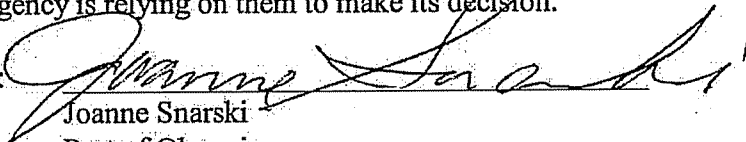
- b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

None.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:

A handwritten signature in dark ink, appearing to read "Joanne Snarski", written over a horizontal line.

Joanne Snarski

Port of Olympia

Date:

September 13, 2008